

schedules, Lykes contends, will permit operational savings to be realized and lend flexibility to Lykes' itineraries.

Lykes states that addition of vessels to the services of Lykes or Evergreen beyond those currently operated or under contract for construction for this trade is not contemplated. Accordingly, Lykes concludes, the agreement will have no substantial impact on U.S.-flag carriers in the North Atlantic trade. This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such request within the meaning of section 804 of the Act and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Comments must be received no later than 5 p.m. on April 10, 1995. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.804 (Operating-Differential Subsidies)).

By Order of the Maritime Administrator.

Dated: March 22, 1995.

Joel C. Richard,

Secretary.

[FR Doc. 95-7427 Filed 3-24-95; 8:45 am]

BILLING CODE 4910-81-P

FEDERAL RAILROAD ADMINISTRATION

National High-Speed Ground Transportation; Policy Outreach Meetings

AGENCY: Federal Railroad Administration, Office of Railroad Development.

ACTION: Notice of Public Meetings.

SUMMARY: The Federal Railroad Administration (FRA) will hold regional public outreach meetings around the United States to invite public input for developing the National High Speed Ground Transportation (HSGT) Policy, as mandated by the Intermodal Surface Transportation Efficiency Act. The public is invited to attend and/or submit written comments.

DATES: Written comments are invited at any time until May 30, 1995. Comments

should be submitted by mail to the address below and will be accepted in person at each meeting. Comments received by April 7, 1995 will be considered in setting the agenda for the outreach meetings.

The sessions will take place as follows:

Dates: April 20, 1995.

Place: Knickerbocker Hotel, Grand Ballroom, 163 E. Walton Place, Chicago, Illinois 60611, (312) 751-8100.

Time: 5 p.m. to 7:30 p.m.

Local Contact: Merrill Travis, IDOT, (217) 782-2835.

Date: May 2, 1995.

Place: Shaker Ridge Club, 802 Albany Shaker Road, Loudonville, New York 12211, (518) 869-0246.

Time: 1 p.m. to 4 p.m.

Local Contact: Don Baker, New York DOT, (518) 457-5521.

Date: May 4, 1995.

Place: Virginia DOT, Main Auditorium, 1221 East Broad Street, Richmond, Virginia 23219.

Time: 5 p.m. to 7:30 p.m.

Local Contact: Leo Bevon, Virginia DOT, (804) 786-8410.

Date: May 15, 1995

Place: BPA Federal Office Building, Auditorium, 911 N.E. 11th Avenue (at Holladay St.) (Auditorium entrance on 9th St. side), Portland, Oregon 97232, (503) 326-2107.

Time: 5:30 p.m. to 8 p.m.

Local Contact: Donald Forbes, Oregon DOT, (503) 378-3373.

Date: May 17, 1995.

Place: Grand Hall, 1215 J Street, Sacramento, California 95814.

Time: 5 p.m. to 7:30 p.m.

Local Contact: Steve Zimrick, California DOT, (916) 227-9409.

Date: May 25, 1995

Place: Marriott Hotel, 7499 Augusta National Drive, Orlando, Florida 32822, (407) 851-9000.

Time: 5 p.m. to 7:30 p.m.

Local Contact: Charlie Smith, Florida DOT, (904) 487-4261.

Registration: Attendees are asked to arrive 30 minutes prior to the beginning of the meeting for registration.

In addition to the above sessions, there will be a special session in Boston, Massachusetts, during the annual convention of the High Speed Rail/Maglev Association. This is scheduled for Monday, May 8 from 5:00 to 6:30 PM at the Westin Hotel, Copley Place, Boston, MA. The public is also invited to this special session.

The addresses of the various sessions are above.

Background

These meetings will comprise a key part of the Department of Transportation's overall efforts to develop policy in support of the

implementation of high-speed ground transportation as an element of an intermodal transportation system. The Department is currently working to lay the groundwork for the implementation of HSGT through state and local planning and investment and through a federal partnership for technology development.

The development of a HSGT policy is particularly relevant at this time because of the Secretary's proposal to consolidate current transportation funding programs and increase significantly the flexibility available to State and local governments to finance different types of projects with a unified allocation of funds. In addition, the Secretary has proposed developing State Infrastructure Banks, capitalized in part with Federal seed money, to leverage further investment from private capital and other sources. He has also proposed that some discretionary funding would be available for investments of regional or national significance. How HSGT investment would be treated in this context is a topic of special importance for HSGT policy.

The HSGT policy development will also consider ongoing changes at Amtrak. Since the future of HSGT, particularly options to operate at up to 150 m.p.h. on existing rights-of-way (Accelerail), is linked to the future of conventional Amtrak service in corridor markets, the recently announced restructuring of Amtrak presents new challenges as well as new opportunities, for state participation. In particular, that restructuring is designed to reduce Amtrak's cost structure by delivering service more efficiently and to improve customer service, and hence increase revenues, by reorganizing the corporation and empowering employees and managers. These changes should position Amtrak as a competitive organization to deliver HSGT services sponsored by State governments.

The HSGT policy development will consider ongoing technology development and corridor planning by states and their partners. These activities are currently authorized by the Swift Rail Development Act of 1994. The Swift Act, which was signed into law by the President in November 1994, authorizes matching grants up to a total of \$184 million over three years, to assist HSGT technology development, including projects such as positive train control, non-electric high-speed locomotive development, and corridor planning, including engineering plans, commercial feasibility and environmental impact studies, and the acquisition of right-of-way for upgrading to HSGT. In FY 1995, \$25 million

dollars was appropriated for the Next Generation High Speed Rail Program which included five million for corridor planning. For FY 1996, the Administration requested \$68 million for the Next Generation High Speed Rail Program and the High Speed Ground Transportation Research and Development.

Finally, the HSGT policy development will consider the results of a study of the potential performance and commercial feasibility of HSGT. The report, to be transmitted to Congress in 1995, will identify types of HSGT systems that would be most beneficial in various markets. It will also identify the challenges that will need to be addressed in order to implement HSGT in the U.S.

Both the High Speed Ground Transportation Commercial Feasibility Study Report to Congress (Report) and the National HSGT Policy are required by Section 1036 of the Intermodal Surface Transportation Efficiency Act (ISTEA) [49 U.S.C. 309(d) and (e)].

The Report will examine several illustrative corridors to obtain an understanding of the potential for HSGT around the nation. It will consider several types of HSGT technology systems, including Accelerail; new high speed rail (new, electric, dedicated high-speed only rail lines, 200 miles per hour); and Maglev (magnetic levitation vehicles on new lines, 300 mph). The Report is not a replacement for the more detailed analyses of individual corridors by state and local governments. It will, rather, be an assessment of HSGT potential in the U.S. as a whole, to guide national policy makers in HSGT-related decisions.

Section 1036 calls for the Policy to include "provisions to promote the design, construction, and operation of high-speed ground transportation systems in the United States."

The public will be invited to participate fully in discussions at these regional outreach meetings. The public is also invited to submit written comments on any subject relevant to the Policy before, after, or during the meetings, but public input on certain questions is of special interest to FRA. The principal questions are listed below, and FRA encourages the public to comment on these questions on the basis of each region's specific experience with transportation and HSGT issues.

Among the topics to be considered in the Policy, and at the regional outreach meetings, are:

(1) The Role of HSGT in the National Transportation System

Commenters on this topic are invited to consider:

(a) Can HSGT fill transportation needs in a cost effective manner not met by your region's current transportation system?

(b) What HSGT technologies are being considered, for what kinds of markets [short-term and long-term] in your region?

(c) How extensive a system makes good economic or financial sense in your region?

(d) How would your regional HSGT system be connected to the rest of the transportation system?

(2) Planning for HSGT

Commenters on this topic are invited to consider:

(a) Is your region using existing conventional rail service to prepare a market for HSGT? How?

(b) Does the presence of conventional rail service, including commuter rail, offer benefits to the regional HSGT system?

(c) To what extent and how are corridors suitable for future HSGT being preserved in your region?

(d) To what extent is there planning for joint public use transportation corridors in the region (e.g., highway and HSGT)? What are the obstacles and potential solutions?

(e) How will intermodal connections, such as transit lines to existing stations and right-of-way acquisitions near airports be planned for your HSGT system?

(f) What factors are key to the planning and implementation of interstate HSGT projects?

(g) What should be the roles of the Federal, state, and local governments, Metropolitan Planning Organizations, and the private sector in HSGT planning, construction, and operation in this region?

(3) Funding HSGT

Commenters on this topic are invited to consider:

(a) What non-Federal funds (local, State, private) are being used and considered for implementation in your region?

(b) What other sources of non-Federal funds (current or future) would you recommend to support HSGT for your region? (i.e., fuel tax, user fees, state/local government grants or loans, impact fees, private efforts and debt.)

(c) Federal law currently allows the issuance of tax-free bonds to finance HSGT projects for 150 miles per hour operation and above. If this were to

include HSGT projects below 150 m.p.h., would this type of financing be utilized for HSGT in this region?

(d) What are the obstacles or impediments to the funding of HSGT projects under the current ISTEA legislation?

(e) How extensively would the Secretary's proposed unified allocation of funds for transportation investment be used for HSGT in your state or region?

(f) How could the Secretary's proposed program provide additional leverage for private capital to participate in funding HSGT projects?

(g) How could the new program structure be used most effectively to foster the kind of HSGT investment envisioned in your region?

(4) Implementing HSGT

Commenters on this topic are invited to consider:

(a) How should the issue of liability for host railroads be dealt with? Should insurance be purchased for HSGT operations? Should total liability or punitive damages be capped by statute? Should this be accomplished at the Federal or State level?

(b) Does the mechanism now embodied in Section 403(b) of the Rail Passenger Service Act (State-assisted service) provide an appropriate way to upgrade current corridor services to higher speeds?

(c) What should be the role of Amtrak in HSGT? Should State HSGT sponsors have the option of choosing another provider of the service and, if so, should the other provider have the same rights vis-a-vis the owning railroad that Amtrak now has?

(d) Are special arrangements needed with the private railroads to insure the future availability of excess rights-of-way and capacity for HSGT in this region?

(e) What sorts of labor issues are raised by HSGT projects, and do Federal laws related to rail labor need to be changed for HSGT service?

(f) What types of new technologies are important to the development of HSGT in this region?

(g) What should be the nature of Federal HSGT technology development and demonstration activities? What should be the State role in this region?

(h) What other actions should be taken to promote a U.S. HSGT industry? The possibilities include defense conversion projects, Buy American requirements, and tax policies.

(i) How should policies to promote a U.S. HSGT industry be gauged against the efficiency of using currently available foreign technologies?

(j) What specific constitutional or other legal provisions in your state currently adversely affect implementation of HSGT? What changes would you suggest to overcome these barriers?

FRA invites respondents who plan to attend outreach sessions to send preliminary comments in advance of the session, identifying which session they plan to attend. Additional comments from participants following the sessions will also be welcome.

For further information contact: John F. Cikota, (202) 366-9332

Issued in Washington, D.C. on March 21, 1995

Jolene M. Molitoris,

Administrator, Federal Railroad Administration.

[FR Doc. 95-7509 Filed 3-24-95; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

March 17, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Special Request: In order to conduct the satisfaction survey described below between April-June 1995, the Department of Treasury is requesting Office of Management and Budget (OMB) review and approval this information collection by March 31, 1995. To obtain a copy of this survey, please contact the IRS Clearance Officer at the address listed below. All comments must be received by close of business March 27, 1995.

Internal Revenue Service (IRS)

OMB Number: 1545-1349

Form Number: None

Type of Review: Revision

Title: 1995 Telephone Routing

Interactive System Voice Balance Due Telephone Application Customer Satisfaction Survey

Description: The Internal Revenue Service has developed the Voice

Balance Due automated telephone application which allows IRS callers to request a payment extension or establish a monthly payment plan to satisfy an outstanding balance due interactively, without assistor involvement

Respondents: Individuals or households

Estimated Number of Respondents: 700

Estimated Burden Hours Per

Respondent:

Automated Customer Satisfaction Survey—2 minutes

Manual Customer Satisfaction Survey—5 minutes

Frequency of Response: Other

Estimated Total Reporting Burden: 83 hours

Clearance Officer: Garrick Shear, (202)

622-3869, Internal Revenue Service,

Room 5571, 1111 Constitution

Avenue, NW., Washington, DC 20224

OMB Reviewer: Milo Sunderhauf, (202)

395-7340, Office of Management and

Budget, Room 10226, New Executive

Office Building, Washington, DC

20503

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 95-7390 Filed 3-24-95; 8:45 am]

BILLING CODE 4830-01-M

Public Information Collection Requirements Submitted to OMB for Review

March 17, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

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Internal Revenue Service (IRS)

OMB Number: 1545-1349

Form Number: None

Type of Review: Revision

Title: 1995 Telephone Routing

Interactive System Location

Telephone Application Pilot Test

Description: The Internal Revenue Service has developed the automated Location Telephone Application which provides IRS callers with the addresses and hours of operation of the IRS offices offering taxpayer assistance interactively, without assistor involvement

Respondents: Individuals or households

Estimated Number of Respondents: 2,250

Estimated Burden Hours Per

Respondent: 2 minutes

Frequency of Response: Other

Estimated Total Reporting Burden: 113 hours

Clearance Officer: Garrick Shear, (202)

622-3869, Internal Revenue Service,

Room 5571, 1111 Constitution

Avenue, NW., Washington, DC 20224

OMB Reviewer: Milo Sunderhauf, (202)

395-7340, Office of Management and

Budget, Room 10226, New Executive

Office Building, Washington, DC

20503

Lois K. Holland,

Departmental Reports, Management Officer.

[FR Doc. 95-7391 Filed 3-24-95; 8:45 am]

BILLING CODE 4830-01-M

Federal Law Enforcement Training Center

Notice of Meeting

AGENCY: Advisory Committee to the National Center for State and Local Law Enforcement Training.

ACTION: Notice of meeting.

SUMMARY: The agenda for this meeting includes the introduction of new members and special guests; opening remarks by the Director of the Federal Law Enforcement Training Center and Committee Co-chairs; and reports on the following initiatives, Community Policing Concept, STAR series and Crime Bill, Georgia Air National Guard activities, Department of Defense Counter Drug Activities, International Training, and the Fellowship Program.

DATES: March 29, 1995.

ADDRESSES: Federal Law Enforcement Training Center, Building 94, Board Room, Glynco, GA 31524.

FOR FURTHER INFORMATION CONTACT:

Hobart M. Henson, Director, National Center for State and Local Law Enforcement Training, Federal Law